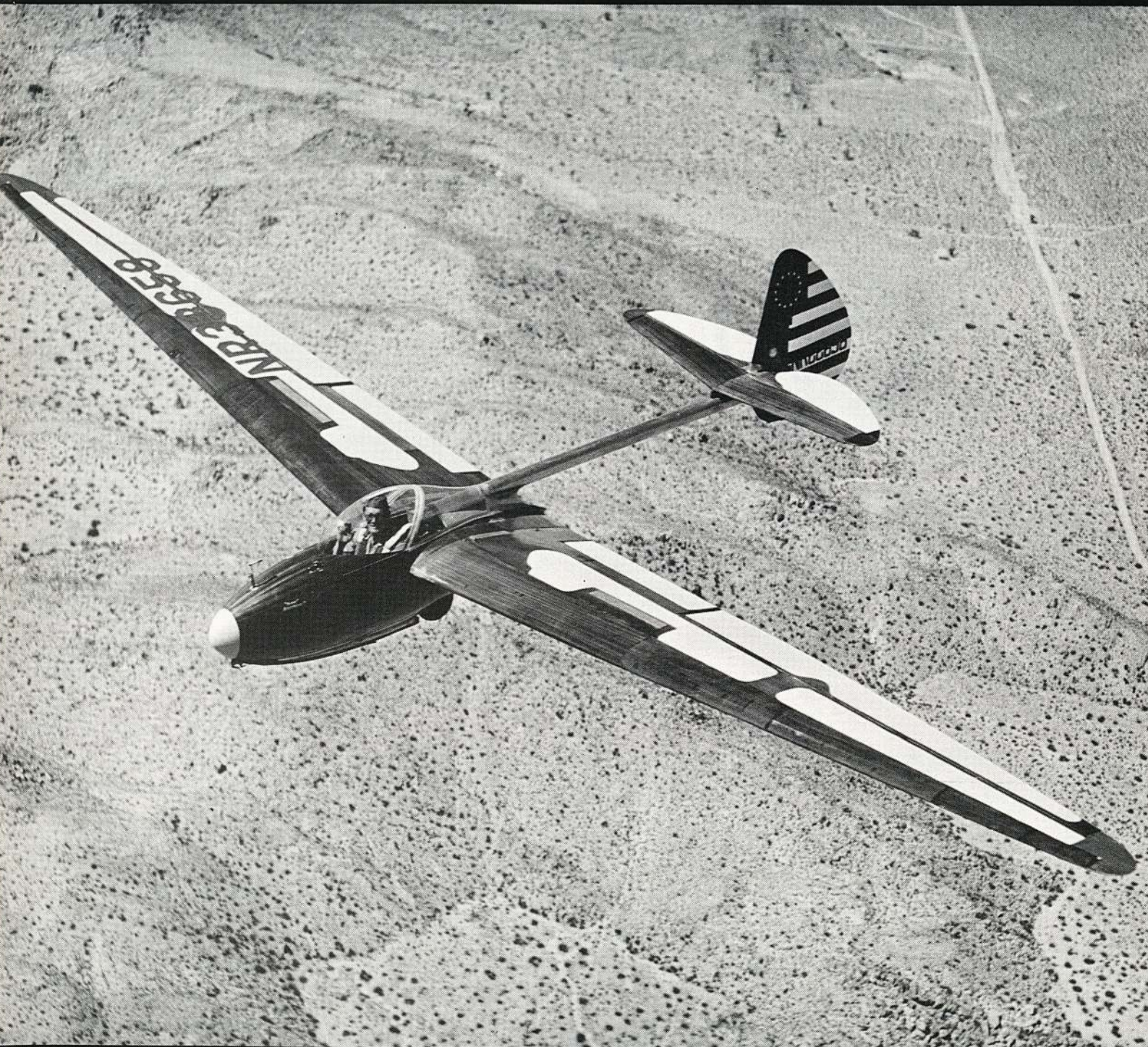


NSM

A Quarterly Journal
of the National Soaring Museum

Winter, 1982-83

Vol. 5, Number 3



From the Editor:

A very exciting year is closing for the National Soaring Museum and all of the commemorative activities for The Soaring Society of America's Golden Anniversary. Early National motorless flight history came alive with the people who came through the doors, either as visitors or as participants in the commemorative programs. For me, many names now had faces and telephone voices became personalities and friends.

But, at this time of year we cannot step back and savor the past year, no matter how exciting it was, as it is the time of year to gear-up for 1983. Our exhibit focus and thematic activities will be **World War II Military Gliders**. The potential excitement this focus could bring is a bit awesome. We've had a poster board on a tri-pod in the lobby announcing the 1983 exhibit theme and most visitors stop to chat about this theme, their role or their families' role in this part of motorless flight history and vow that they'll be back. We're counting on it!

This issue includes two stories from 50 years ago, "more or less", by National Soaring Museum **Historian Vic Saudek**. I thought these pieces were appropriate to close out **1982** and **SSA's Golden Anniversary**.



ON THE COVER:

Photo of Herman Stiglmeier flying the **BOWLUS SUPER ALBATROSS** at El Mirage, CA. This is the Albatross built by William Frank Kelsey and donated to the National Soaring Museum by Herman Stiglmeier, Koloa, HI and Frank Nixon, Sherman Oaks, CA, referred to in the NSM, Vol. 4, Number 4. A great addition to the NSM's collection of significant sailplanes.

Photo: Warren Watson Collection

LETTERS TO THE EDITOR:

..... "Please note that there never was a Sperry Company in Akron as you mention in your NSM bulletin. The Sperry family owned the Baker-McMillen Company, the builders of the Akron Condor, the Cadet 1 & 2. They had no interest in gliders after 1930 until World War II.

The pamphlet of the Gross Sailcraft Company which I am attaching describes the 2-place glider in more detail. The Gross 2 and 4-place gliders were designed and built by me. Baker--McMillen had no part in either of these gliders.

My wife and I fought through the design and building of the 2-place glider, often not having enough to eat. We promoted my gliders and the gliding movement in Akron at whatever sacrifice needed. We soon had 4 glider clubs in the Akron area, and there were some who referred to Akron as the front runner to become "the glider capital of America!"

Dr. Frank R. Gross, Akron, OH

(Ed: Thanks for the correction. Dr. Gross' attached material warrants an NSM article in the future, as well as his participation in the History Gathering session here during the U.S. Soaring Hall of Fame weekend, which was taped.)

.....

..... As a native Elmira of long standing, Dad (Holmes Shoemaker) was one of the four men who brought Wolf Hirth to the USA to demonstrate sport soaring. Dad was an original member of the Elmira Area Soaring Corp., (predecessor to the Harris Hill Soaring Corp.) and The Soaring Society of America. Many are the occasions I can remember with Dad. I held the tail rope for shock-cord launches of Wolf Hirth from South Mountain to the Caton Avenue Airport. I can remember Mr. Hirth, then Lt. Cdr. Barnaby, Jack O'Meara and Warren Eaton visiting our home.

I think my biggest thrill, though, was when in a visit here, I was able to take Dad in the front seat of the LK-10A, I then owned and thermaled to above 5,000 feet! He was so excited to gain over 3,000' above release, as all his flying had been confined to Franklin PS-2's and glides from The Hill to the valley below

"Frosty" Shoemaker, South Jersey Soaring Society

.....

(Ed: I've had a request for information about an Ahrens Glider. As yet, I haven't been able to find any reference to it. How about it out there, can you give me some information?)

.....

CALENDAR

Date	Event	Location
Sept. 3-6, 1982	SSA's Sailplane Homebuilding Conference	NSM/Youth Camp
Oct. 9	Ralph S. Barnaby Annual Lecture and NSM Trustees' Fall Meeting	Boulder, CO
Oct. 9-10	14th Annual Fall Foliage Festival	Harris Hill
Nov. 26-28	43rd Annual Snowbird Contest	Harris Hill/NSM
December 17	Community Soaring Committee Luncheon	NSM
March 25, 1983	NSM Board of Trustees' Winter Meeting at The SSA's International Convention	Reno, NV
May 13	Evening Open House — Exhibit Opening "World War II Military Gliders"	NSM
May 14	NSM Board of Trustees' Annual Meeting U.S. Soaring Hall of Fame Banquet (Speaker: Paul A. Schweizer)	NSM
May 28, 29, 30	Vintage Sailplane Regatta	Harris Hill/NSM

BLIMP TOWS

By Vic Saudek

The products of balloon/glider couplings are almost always hilarious though grotesqueries have been known. In any case, they should not be dimmed by the passage of the years.

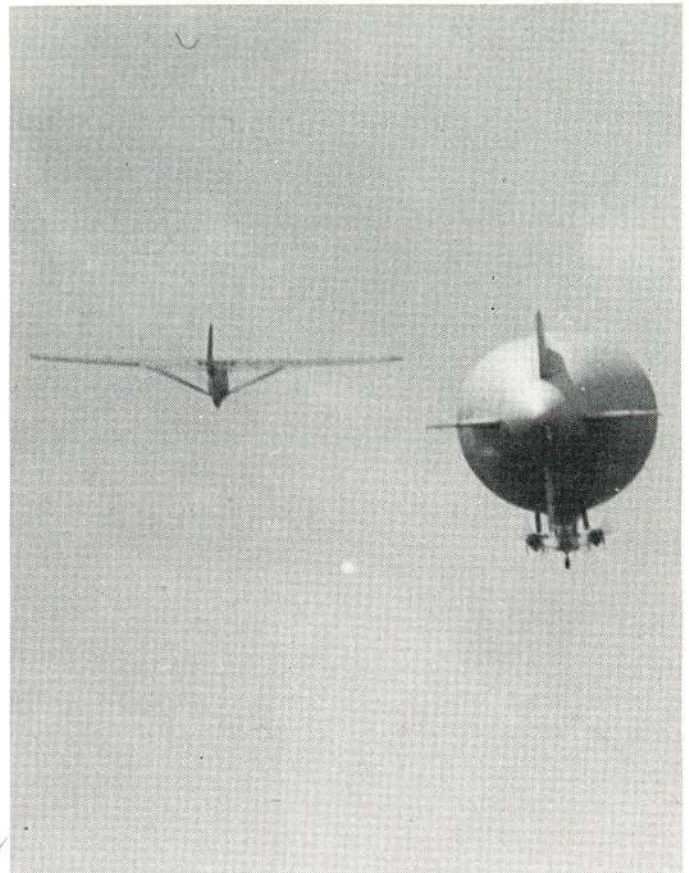
1.) J.K. "Jack" O'Meara was one of the early, very talented American soaring pilots, a National Champion, a born showman, a brave heart, and a GIFTED tongue. What I recall is that he was towed off an airport near Miami, Florida in the mid-thirties. In J.K. "Jack"'s words, more or less:

"The blimp pilot towed me out to sea; I was in a Baker-McMillan Cadet glider. The blimp then unexpectedly slowed its engines!

"Frantically, I flew in ever smaller circles until I hung, feet up, idly untwisting the rope, under the cab. The blimp began to settle. The Captain saw me then, revved up the engines and tried to get under way, but with me swinging and floundering, it was too much drag. The Captain jettisoned ballast on me. Finally, I was flying again, but inverted. It was some time before he had enough speed to permit me to do a half aileron roll on tow. When we were over land again, I could release"

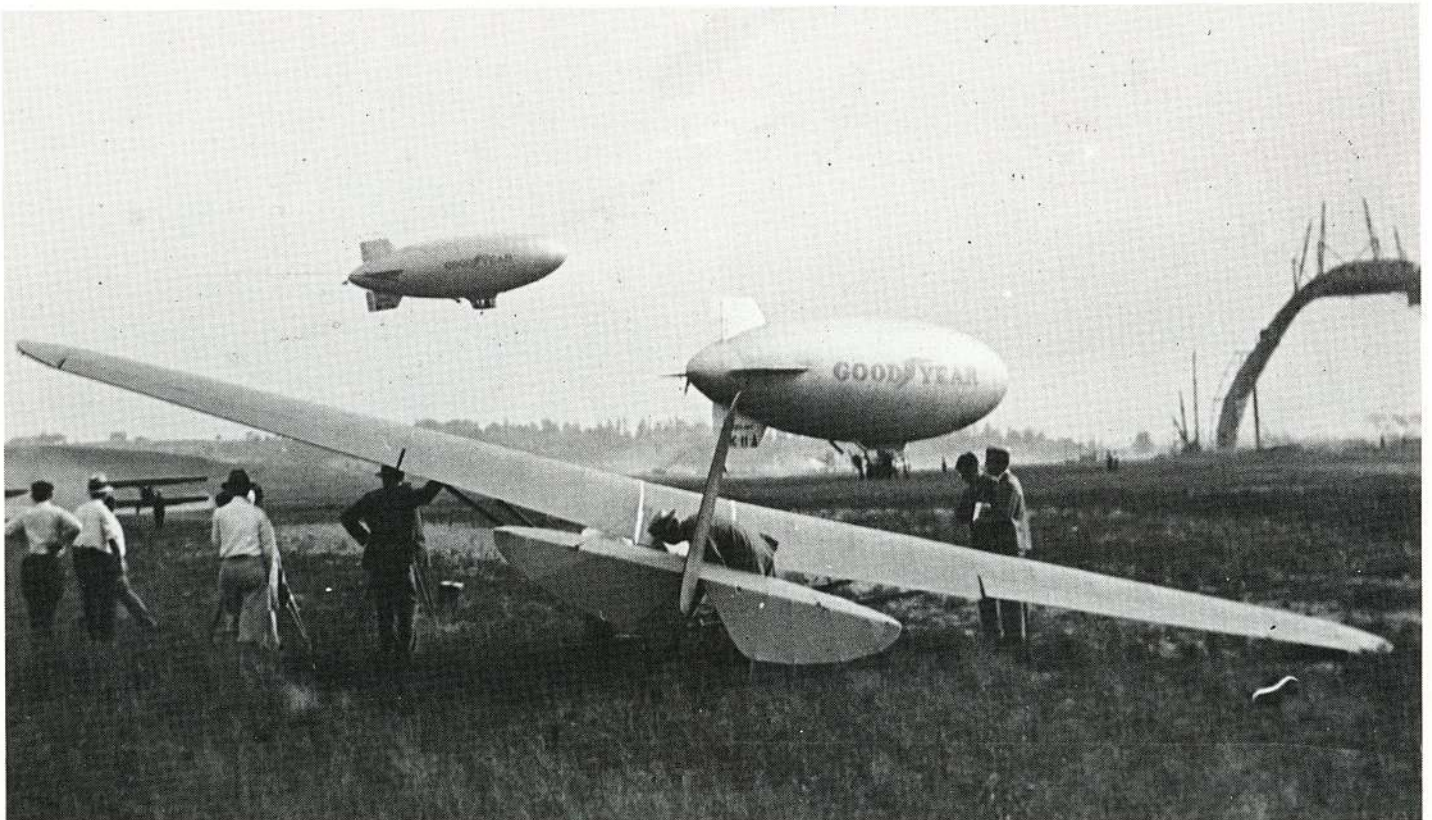
The question arises: Why did the blimp pilot throttle the engines? The answer comes from Joe Funk, who with brother Howard and others was involved in this kind of tow activity at Akron, OH in the early 1930's. "Blimp pilots had the notion that running the engines continuously at relatively high power was hard on them so they throttled back from time-to-time, to give them a rest, even during glider tows!" You see, their training was in AERO STATICS, the art of balloon flying. Heavier-Than-Air glider pilots of course require an understanding of AERODYNAMICS which includes such things as stalling speed. A number of people were subjected to the ignominy visited on Jack O'Meara, but since they were over land, they released. One such event took place about 1930 or 1931:

(Continued on Page 4)



A small blimp towing a glider.

Goodyear-Zeppelin Corp. Photo.



Before the take-off the airship-towed glider. The craft is being tied to the airship "Vigilant" by a 500 ft steel cable, while the "Puritan", a sister ship, cruised about overhead. In the background is the Zeppelin Factory and dock under construction at the Akron, Ohio Municipal Airport.

(Continued from Page 3)

2.) Dr. Wolfgang Benjamin Klemperer ("Klemp"), was one of the kindest, most inspiring men I have ever known. He was a scientist by trade, a linguist, an adventurer, a great wit and, in 1921, the first ever to be awarded the "C" soaring certificate. His name will long endure.

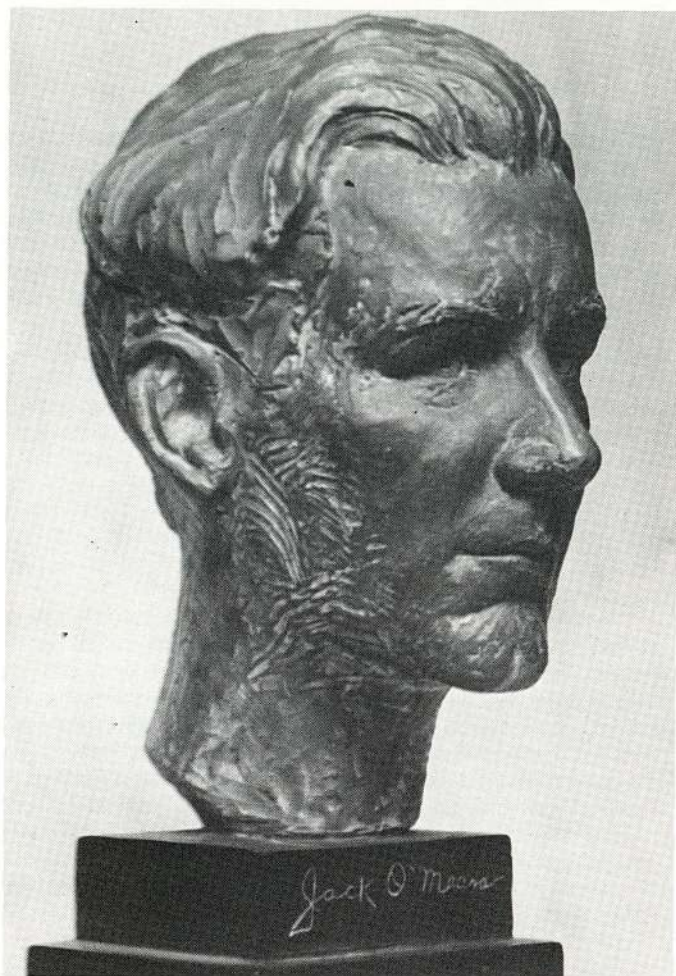
Sooner or later he must combine his lives of lighter-than-air and gliders. While he was working for Goodyear Zeppelin Co. in Akron, OH, the National Air Races were being held one Labor Day at an airport in the environs of nearby Cleveland. Klemp got involved as the "tugee" of a blimp/glider combo which was to fly to the air races to put on a show.

For maximum impact, the ungainly bag with the tiny glider were to arrive at the races during prime time mid-afternoon. The take-off went quite well. The day waxed warm and thermals were plentiful. The big tug slowed drastically as the engines were given a rest.

The towline went slack and waved feebly as the inflated, pachydermous, gray, behind loomed in Klemp's face. However, the Cadet glider was rising rapidly in a thermal and clearly was going to overfly the blimp. Up he went, over the also rising bag of gas. He was concerned that the towline would be wound onto the idling propeller shaft or, interfere with the control surfaces so, since he knew he could not tow the blimp, he released.

At this moment, the engines "sufficiently rested", the blimp's propellers were revved up. NOW, Klemp was in the enviable position of soaring in the up-current flowing over the blimp's nose, a moveable slope current. They made progress in this manner toward Cleveland and would have made it to the air races except that the engines were once again given a rest so that Klemp was "on his own" and was forced to find a safe field within reach of the Cadet's 15 to 1 L/D, which he did.

All future blimp tows were performed with a soaring pilot monitoring the throttles until the glider pilot released, **tired engines, or no!**



Bust of Jack O'Meara executed by Frederick Allen Williams. (The Museum is looking for the whereabouts of this sculpture.)



1928 photo of Wolfgang Klemperer in the Akron Glider Club's Baker McMillan glider, in Goodyear Heights, OH.

STORIES OF THE "CADETS"

By Vic Saudek

I was told this first anecdote by Dr. W. B. Klemperer (Klemp) and now, fifty some years after the event, I have confirmed it with Dr. Frank Gross.

In 1929 Klemp was employed at Goodyear Zeppelin Co. (building the AKRON and MACON for the U.S. Navy) at Akron, Ohio. Both men were soaring enthusiasts and Dr. Gross, as Chief Engineer at the Baker McMillan Co., was the designer and builder of the **Akron Condor** and of 50 or so Baker-McMillan **Cadets**, among other open cockpit gliders of the day.

Stopping at Baker McMillan Co. one day, Klemp asked Dr. Gross: "What are you selling the 'Cadets' for?"

"\$700 each", was the reply.

"And what does it cost you per glider?"

"\$800; but think of the fun I'm having!"

It is interesting as Jack Laister once said, to think of what today's equivalent of these sums is.

In 1930 Jack O'Meara of Akron, OH, soared one of them for some hours over South Mountain at Elmira, N.Y., and brought about the events that made Elmira the soaring center of our days. Think of the fun *that* flight brought about.

By the end of the 1930's the main soaring event in the midwest was the American Open Soaring Contest, held over Labor Day weekends at Frankfort, Michigan. A wide beach and prominent dunes made the slope soaring accessible to a reasonably large number of spectators from that delightful resort town. As a prototype "glider bum", I was a minor official at two of these annual meets. I think it was at the 1938 event that one of the competitors, Dick Randolph, felt the urge to set a duration record, which would give him points as well as publicity. Publicity might convert to income so that he could support his soaring hobby and his Baker McMillan "Cadet". He believed that if the brisk west wind would continue to sweep off the surface of Lake Michigan and over the fairly continuous 300 foot high sand dunes, he could stay up for a couple of days; he prepared accordingly and took off by winch.

The wind held all that afternoon and into the evening. The excitement mounted and arrangements were made to have those who had homes or cabins along the dunes' crest to leave their porch lights on all night. Dick kept going — back and forth through the twilight and into the dark of night. A boring task, but it was getting attention.

As the most junior official, I was assigned the late night watch on the beach and had the use of Stan Corcoran's specially converted beach car with its large, soft tires. I became aware, since the sky became cloudy, that the lights at the tops of the dunes would not suffice for a beach landing — and the wind was definitely moderating. Meanwhile, Dick was getting sleepy and began to consume the caffeine tablets he had for that predictable situation. He also extended his beat to the north for variety, well beyond the lighted cottages.

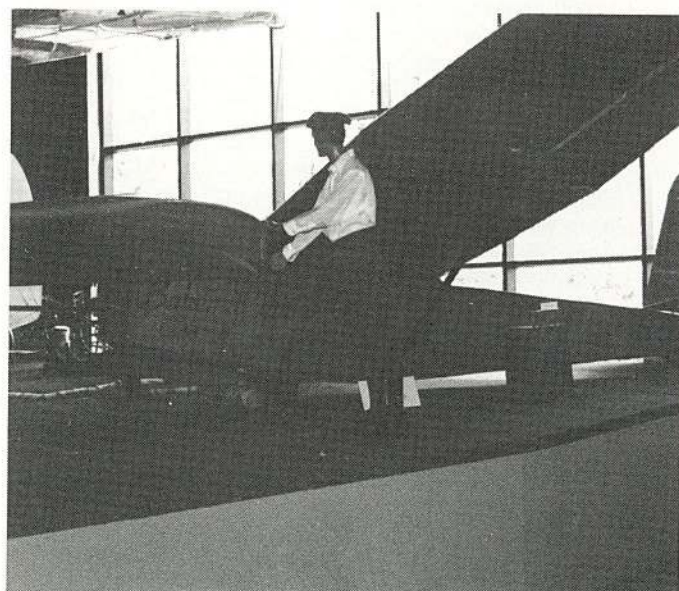
Meanwhile, I had decided to act, and at a nearby road repair, purloined every third or fourth kerosene flare (which warned motorists of the area where work was in progress). The flare pots were about eight inch diameter spheres of metal — with a wick. I plunked these onto the floor of the rumble seat of Stan's car and raced back to the beach to deploy them. To my horror, they had rolled around and spilled much kerosene onto the car's floor. No time to clean it up, for the wind was now very gentle. After much soft sand slogging I had laid out a lighted flare path. No sooner did the last one ignite, than Dick Randolph trudged out of the darkness to me. He was exhausted. We got into Stan's car and I drove him to town, snuffing out the wicks as I came to them. I'd return them before dawn to the road repair job.

After remarking about the awful stench of kerosene in the car, Dick told me his story:

He was headed south after one of his long reaches to the north, guiding himself by the faint gleam of foam as the waves washed onto the beach. When it was obvious that he was very low, he cradled his head in his arms. Seconds later the wheel rolled, slowing the Cadet quickly as it sank into the sand. The wings remained level when he stopped. Wings level? Well, out of the cockpit to head for town and get the glider in daylight. Some long walk later he saw the flares and me.

When daylight came, Stan learned of the desecration of his much-loved automobile. I will forever be associated, unpleasantly, with kerosene in his memory.

Dick and his crew found that the "Cadet" had landed itself in the midst of an unbelievable mess of driftwood snags and junk, but hadn't suffered a scratch. Each wing tip was delicately poised on a snarl of witch-fingered branches. Dick's tracks also avoided the debris as he staggered out. Still, the most painful memory of the whole experience was to see Dick's aching eyes as he tramped around Frankfort for some following days and nights while working off the effects of the caffeine.



Left, Bill Rodenberg's Baker-McMillan Cadet arrives from Brownsville, CA for the 1982 exhibit. Right, the Cadet in position in the life-size diorama. Foreground, wing runner on Warren Eaton's Franklin and a Lange barograph on the stump.

Kolstad Junior Soaring Award



The Soaring Society of America, as of January 1981, is the Administrator of the Award, through the Chairman of the Youth Committee.

The Kolstad Junior Soaring Awards were established in 1968, shortly after the completion of the fine soaring experience of Paul Kenneth Kolstad. Paul had earned the Gold Badge and two Diamonds in his short life. He was a member of a soaring family, and active in the Colorado Soaring Assoc., as well as The SSA.

Any member of The SSA who is between the ages of 14 and 20, inclusive, and who holds a Century Award for his/her cross-country flight of 100km, 200km, or 300 kilometers is eligible for the Kolstad Junior Soaring Scholarship.

These steps must be followed in applying for the scholarship:

1. Submit application for the pin and patch awarded for a cross-country flight of:
 - 100 kilometers distance — Century I
 - 200 kilometers distance — Century II
 - 300 kilometers distance — Century III
2. Application for FAI soaring badges (SSA Item #3) with barograph trace (or use duplicates) certified by an official SSA Observer.
3. Applicant must have an FAI Sporting License.
4. To cover cost of mailing the lapel pin and cloth patch, a donation of two dollars is requested.
5. October 15th is the deadline for the Scholarship Application each year.
6. The Youth's local soaring club is required to submit a statement covering the application:
 - Participation in Club activities
 - Duties performed for the local Club
 - Initiative
 - Character, integrity, and congeniality
 - Safety regard and judgement
 - Association with peers
 - Other outstanding qualities
7. Also, a brief summary of the following must be included:
 - Cross-country flights made
 - Number and character of flights
 - Altitude gains
8. The applicant is to submit, in his/her own words:
 - Summary of flights in this year,
 - in what sailplanes

FAI Awards achieved

Personal goals, education plans, career aspirations.

Eleven young soaring pilots have been awarded college scholarships. The Award is \$500, at present, paid to the chosen college or university upon matriculation.

The winner's name is engraved on the Kolstad Memorial Fund Plaque located at the Black Forest Gliderport, Colorado, with a duplicate plaque at the National Soaring Museum.

To date, the winners are:

- 1968 Michael Opitz
Nutmeg Soaring Assoc., New Haven, CT
- 1972 William Fenton
St. Louis Soaring Assoc., St. Louis, MO
- 1973 John Carver
Thermal Sniffers Soaring Club, Milwaukee, WI
- 1974 Betsy Shannon Darlington
Tucson Soaring Club, Tucson, AZ
- 1975 Steve Foreman
High Plains Soaring Club, Amarillo, TX
- 1977 Kim Mc Eligot
Tucson Soaring Club, Tucson, AZ
- 1977 Fred Voltz
Thermal Sniffers Soaring Club, Milwaukee, WI
- 1978 Jeffrey Ohmart
Denver Soaring Council, Denver, CO
- 1978 Todd Tracy
Nutmeg Soaring Assoc., New Haven, Ct
- 1980 Alice Goodlette
Colorado Soaring Assoc., Colorado Springs, CO
- 1980 John Mills
Kansas Soaring Assoc., Wichita, KS
- 1981 David Mockler
Texas Soaring Assoc., Dallas, TX

For more information contact:

Ken & Mid Kolstad, 429 E. San Rafael, Colorado Springs, CO 80903

Gunter Voltz, SSA Youth Education Committee Chairman,
5007 North Bay Ridge, Whitefish Bay, WI 53217

SSA, P.O. Box 66071, Los Angeles, CA 90066

National Soaring Museum, Harris Hill, R.D.#3, Elmira, NY 14903

1982 MUSEUM ACQUISITIONS

We wish to thank the many friends who have donated their significant soaring data and artifacts to the Museum's growing collection during 1982. These contributions will enable the National Soaring Museum to provide visitors with an educational and enjoyable experience and provide for the preservation of soaring's rich heritage.

Sandor Aldott
Robert A. Bell
Robert Blaine
Taylor Boyer
Gus Briegleb
H. Brigentoff
Howard Burr
William Carmody
Corning Glass Works
William E. Clark, Jr.
Dr. James Crisp
Marshall H. Davis
Kenneth Eden
David Elliott
John Gill
Richard Griswold
Rev. Carl Groom
Dale Gustin
William Frank Kelsey
Rose Marie Licher

Archer N. Martin
Paul F. McNally, Jr.
Frank V. Nixon
Paul Prunier
E.J. Reeves
Peter Riedel
Betty Ross
John Ryan
Alcide Santilli
Victor M. Saudek
Schweizer Aircraft Corp.
Ernest Schweizer
Paul Schweizer
William Schweizer
Harner Selvidge
Michael Shoen
Herman Stigelmeier
Floyd J. Sweet
Eleanor Velarde
(W. Klemperer's daughter)



The Museum's new "work-horse" from Victor M. Saudek.



Part of the personal Libraries donated by E.J. Reeves and John Ryan.



Slide light table donated by Corning Glass Works, a real help in sorting our collections.

Use Your Film Library

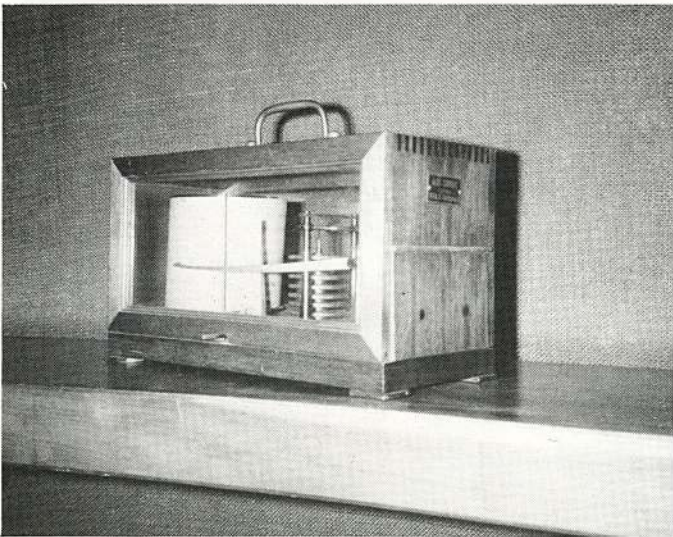
MEMORIAL EDUCATION ENDOWMENT

In 1980 the Trustees of the National Soaring Museum created an Education Endowment program for the receipt of Memorial contributions. The fund is to perpetuate the knowledge of the beauty, sport and science of motorless flight. An education focus was deemed appropriate as it was determined that people who inspire memorial contributions have conscientiously shared their knowledge and love of motorless flight.

The income is being kept in a separate account and the museum's Memorial and Exhibits Committees are developing a plan for suitable acknowledgement and recognition.

At this time, we wish to acknowledge the contributions to this Fund during 1982 and in the memory of the following soaring enthusiasts.

Linford Bachtell
John F. Miles
Mrs. Edward A. Mooers
(Nellie Welles Mooers)
Holmes Shoemaker
Stanley W. Smith



Wolfgang Klemperer's personal barograph from the archives and artifacts donated by his daughter, Eleanor Velarde.

FALL, 1982



Officers and organizers of The SSA's East Coast Sailplane Homebuilders' Conference held at the National Soaring Museum, Harris Hill, and the Youth Camp Sept. 3-6, 1982. Standing, Chairman, David Hudnut.



Several members of the HHSC Junior Org. "taking a break" with their buddy Charles Spratt. Left to right: Sean Murphy, Susan Bury, David Teter, "Charlie", and Amy Butler. Again members of the Jr. Org. were instrumental in coordinating and supporting many of the activities.



Trustees at the Ralph S. Barnaby Lecture and Fall meeting held October 9th at the National Center for Atmospheric Research in Boulder, CO. Speaker was Dr. John W. Firor, former Director of NCAR and his topic was "The Living Atmosphere In Which We Soar". Left to right, standing: Paul Schweizer, Hal Lattimore, Richard Hall, John Lincoln, and William Feldbaumer. Seated, Floyd Sweet, Ted Sharp, Dr. Firor, Jan Scott and Bernald Smith.

Nonprofit Organization
U.S. POSTAGE
PAID
Permit No. 10
Big Flats, N.Y.

National Soaring Museum
Harris Hill, R.D. 3
Elmira, N.Y. 14903